July/August 1990

METRO Magazine

a bobit publication

serving surface mass transportation for 86 years

Seating Thinks Safety

Servicing Mid-Size Coaches

LONG
CONGRESSIONAL INFO SVC
4520 EAST WEST HWY

BETHESDA MD 20814

Software Aids Bus Mechanics

Additive Boosts Fuel Economy 6%

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Vol. 86 No. 4

BOBIT PUBLISHING

JULY / AUGUST 1990

Seating 21

L.A. 33

BC 40

On the cover: National Coach Corp.'s Escort RE. Photo by Don Dormeyer.

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Safety concerns open new markets.

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Member:

American Public Transit Association APTA · United Bus Owners of America · ABA American Bus Association · Highway Users Federation · ABP · BPA

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Emission Control and the second group of buses was designated the placebo group. Only four PTS personnel knew about the use of the placebo.

The total fleet fuel economy improvement of the control group of buses averaged 5.8 percent. "The fuel economy improvements measured indicate that all costs for Emission Control will be recovered in fuel savings," the report concluded.

Three standard smoke opacity test were conducted. In the Pull Off Test, which demonstrates a full load stop at a passenger pick-up point to a pull away, an average improvement of 15.8 percent in smoke opacity was demonstrated.

In the State Test, which is used to demonstrate smoke opacity changes under no-load conditions as required by Arizona, an average smoke opacity improvement of 14.4 percent was demonstrated.

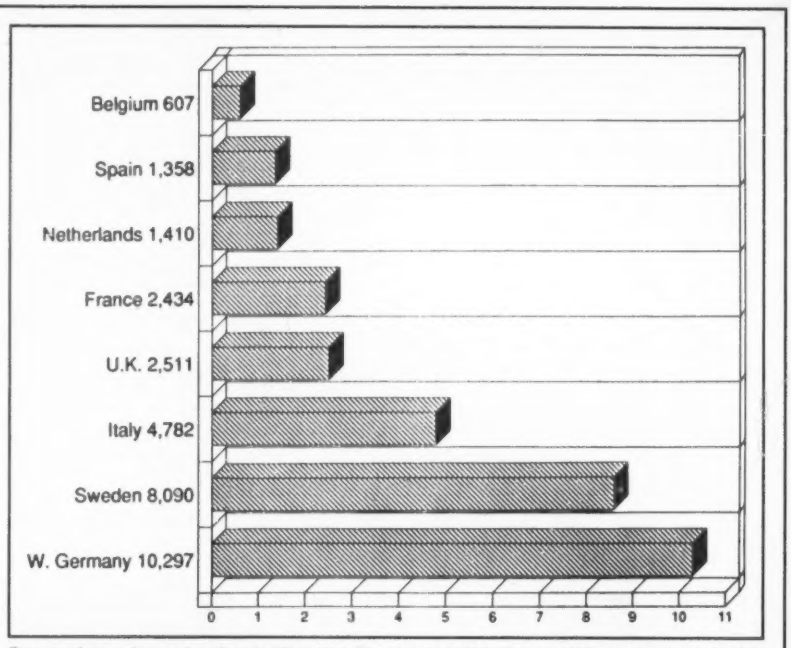
Finally, the Maximum H.P. Test, in which the vehicle is operated on a dynamometer in a no-load condition at maximum horsepower, an average improvement of 40.2 percent in smoke opacity was demonstrated.

"Wynn's Emission Control has been demonstrated to significantly reduce exhaust emissions, as measured by smoke opacity," said the report.

Of the three tests, the pull-off is considered the most significant because the smoke opacities are typically the highest during pull-off; in most pull-off tests, opacities should be less than 20 percent. "Our smoke levels are so low to start with that you have to look closer at data to see how many actual percents are being reduced," said Ross. "If you get a 15 percent to 20 percent reduction you are down in the 17 percent opacity range," he said.

Automotive ad dollars drop in magazines

The automotive industry spent $200.5 million on magazine advertising the first three months of the year, 7.4 percent less than it spent the same period last year, according to the



Bus and coach production in Western Europe in 1988. Total 1988 market was 31,489 units. Source: Frost and Sullivan Ltd.

Increase predicted in European bus production

The European bus and coach industry is leaner, fitter and more technically advanced then ever before, according to Frost & Sullivan, a market research publisher of London and New York City.

New developments in efficiency and comfort are helping to boost sales, Frost said.

Total bus and coach production in Western Europe was 31,489 units in 1988 and is predicted to rise steadily, after a dip this year, to 33,190 units by 1994, Frost said. Major factors influencing the market are economic conditions, interest rates, leisure and tourism and national transportation policies.

One of the industry's basic problems, that of the sheer diversity of producers, has been addressed with falling numbers in the late 1980s from about 20 major players to just 10, Frost said.

The manufacturers are now focusing their attention on technical advances such as anti-lock braking systems, particle filters, electronic climate controls, adaptive air suspension, computer-based vehicle monitoring systems, asbestos-free brakes, greater use of turbochargers, intercoolers and air brake systems and electronic-programmed ignition control, Frost said.

Passenger comfort, pollution reduction and fuel economy are the main reasons, Frost said, for the technical changes which are making a mark throughout the $1.96 billion component market forecasted to rise to $2.12 billion by 1994. It said the most important bus and coach manufacturing base is in West Germany, where production should rise to 10,620 units by 1994 led by Mercedes-Benz, MAN, Kassbohrer and Auwarter.

The most fragmented bus and coach industry is in the United Kingdom, Frost said, where in 1988 there were no fewer than seven companies combining to produce 2,511 units.

The fittest survivors, Frost said, will be the larger, more efficient and more diverse component manufacturers, particularly those with strong international representation and manufacturing

Seating will become increasingly sumptuous, Frost said.

September / October 1990

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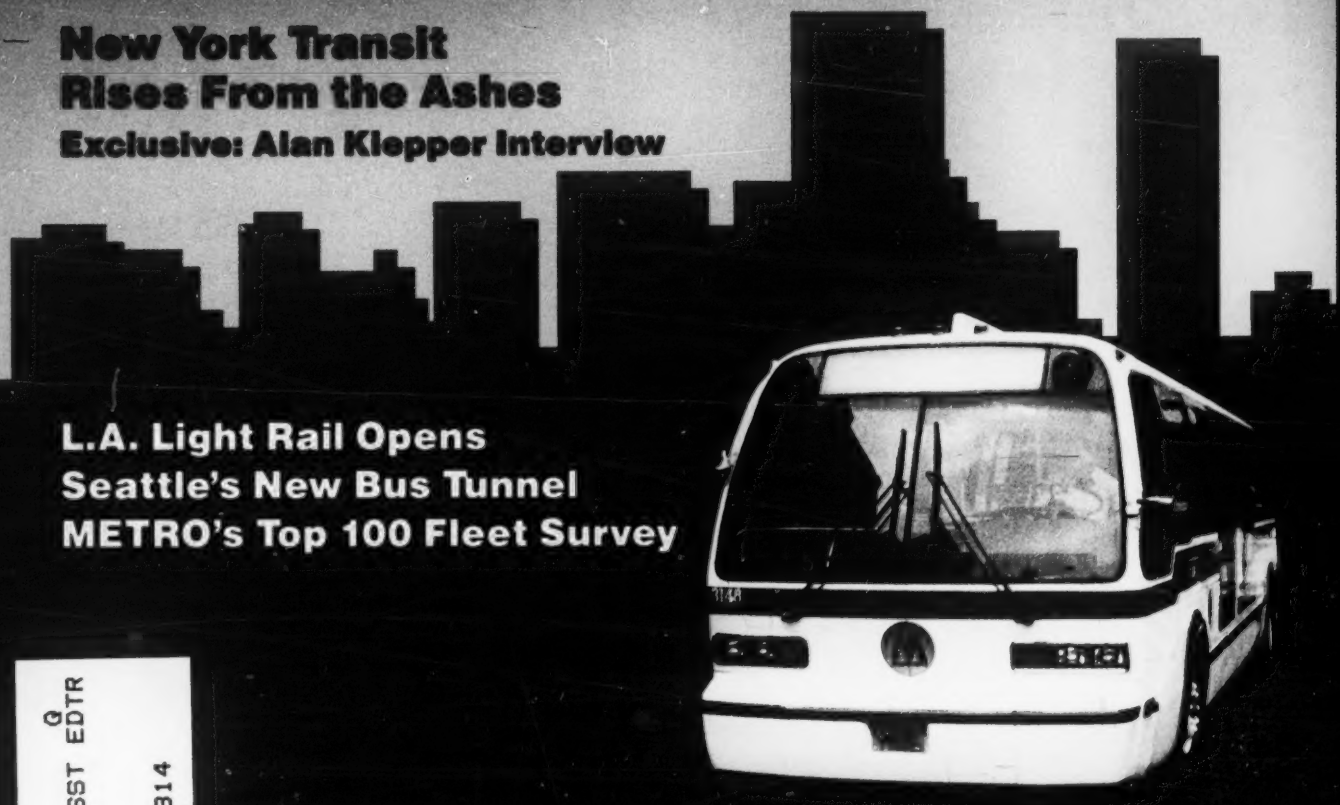
New York Transit Rises From the Ashes

Exclusive: Alan Kiepper Interview



L.A. Light Rail Opens

Seattle's New Bus Tunnel

METRO's Top 100 Fleet Survey

51093 MET 10 J ASST EDTR Q
LONG CONGRESSIONAL INFO SVC
4520 EAST WEST HWY
BETHESDA MD 20814

EXPO '90

PRODUCT SHOWCASE

METRO Magazine

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Vol. 86 No. 5

BOBIT PUBLISHING

SEPTEMBER / OCTOBER 1990

New York 23

Seattle 62

INTERNATIONAL PUBLIC TRANSIT EXPO '90

Expo 81

On the cover: An RTS 06 in New York City. Cover design by Derrick Beasley.

Features

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Massive regional expansion continues.

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NYCTA chief talks about crime, fare modernization.

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Company has worked wool since 1822.

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Lift technology had a contentious past.

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Day-care centers are popping up.

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METRO's Top 100 Transit Bus Fleets

Operators report an even split of buses lost and buses gained. More wheelchair lifts and alternative fuel buses are on the way.

METRO Magazine's seventh annual Top 100 Transit Bus Fleet Survey was an interesting indication of fleet activity since the beginning of the year. Of the 100 transit fleets surveyed, there was about an even split between properties reporting increases and those reporting decreases in transit bus fleets.

Of the 52,036 buses transit operators reported, 41 transit properties added 1,234 buses to their fleets, and 44 reduced their fleet size by a total of 2,724 buses from 1989. The properties surveyed this year own and operate 1,291 fewer buses than last year.

Eleven operators reported the same number of buses as last year. Four new transit authorities made this year's survey: Greater Hartford Transit District, Kitsap Transit, Southeastern Regional Transit Authority, and Santa Cruz Metropolitan Transit.

The Southern California Rapid Transit District reported the largest increase, 255 buses, from 2,469 in 1989 to 2,724 in 1990. San Francisco Muni reduced it's fleet by 306 buses, down from 873 in 1989 to 567 in 1990. That was the largest decrease in fleet size this year.

Pace Suburban Bus Division of RTA, Arlington Heights, Ill., increased it's fleet size by 118 buses for a total of 779 buses and moved up to position 19 from 26 in 1989. Greater Cleveland Regional Transit Authority also had a significant increase in fleet size from 738 in 1989 to 838 in 1990.

Contracting with private sector firms was up from 2,113 last year to 2,149 in 1990. The 26 transit operators that reported contracting with private companies did not distinguish between service contracted out to the companies or service that the authority provided for them.

More on the way

The editors of *METRO magazine* asked transit operators if they have purchased or contracted alternative fuel buses. Twenty-one operators are testing 255 alternative fuel buses. And more are on the way.

RTD in Los Angeles plans to have 74 alternative fuel buses by the end of 1990. "The projection is to have 30 methanol buses, 11 CNG (compressed natural gas) buses, 12 methanol with Avocet buses and 21 buses with particulate traps," said Anthony Greno, public relations and government affairs officer at RTD. RTD is testing 30 methanol and three CNG buses.

Metropolitan Suburban Bus Authority in East Meadow, N.Y., is involved in an alternative fuel consortium in New York. It has ordered 10 CNG buses. Tri-County Metropolitan Transportation, Portland, Ore., is currently testing 92 alternative fuel buses under contract.

Transit authorities are also converting existing buses to use alternative fuel. Chicago Transit Authority (CTA) "is buying 25 CNG buses to see how they work," a CTA spokesperson said.

Willing to comply

Although this year's survey did not include a question about buses equipped with wheelchair lifts, several transit properties provided information about plans for making fleets accessible to the disabled.

President Bush recently signed the Americans With Disabilities Act (ADA) which states that discrimination against anyone with a physical or mental disability is a civil rights violation.

While the new bill requires all new transit buses purchased with federal funds be fully accessible, it does not require full accessibility for private buses. Instead, the bill calls for a three-year study to determine accessibility requirments for private buses.

Meanwhile, Project ACTION (Accessible Community Transportation In Our Nation), a group administered by the National Easter Seal Society and UMTA, recently released a report on transit systems that are handicapped accessible.

The study revealed that of the 112 systems surveyed, 47 transit systems have adopted a policy to buy fixed-route buses with lifts.

According to APTA's annual *Transit Passenger Vehicle Fleet Inventory* survey, of the 309 members who participated in the survey, 21,893 buses are equipped with lifts or ramps. That is 40 percent of the total 54,644 buses transit operators reported.

Tidewater Regional Transit, Norfolk, Va., recently purchased 62 new buses, 42 of which have wheelchair lifts. About 81 percent of NYCTA's 3,565 buses have wheelchair lifts. By 1992, NYCTA plans to have lifts in all of it's buses.

A few transit operators included in their fleet totals contingency buses and buses under contract to private companies. Also, some operators included articulated buses in the "over 30-feet" category rather than listing them separately.

In the "under 30-feet" category, a few operators included paratransit vans and these were also included in some bus fleet totals.

Transit authorities reported 1,227 electric trolley's in this year's survey. As in last year's survey, a separate category for electric trolleys was included in the survey.

Largest 100 Transit Bus Fleets

RANK		TRANSIT AUTHORITY, CITY	FLEET MIX/AGE					FLEET SIZE	
'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age.	1990 Total	± Over 1989
1	1	New York City Transit Authority New York City, NY	3665	0	0	0	8	3665	-220
2	2	New Jersey Transit Corp. Maplewood, NJ	2755	55	106	0	5	2916	+155
3	3	Southern California Rapid Transit District Los Angeles, CA	2387	307	30	0	8	2724	+256
4	4	Chicago Transit Authority Chicago, IL	2033	0	145	0	13	2178	-22
5	6	Toronto Transit Commission Toronto, ON	1890	133	90	136	8	2082	+104
6	5	Montreal Urban Community Transit Corp. Montreal, QE	1780	55	0	0	10	1835	-120
7	7	Washington Metropolitan Area Transit Authority Washington, DC	1483	76	75	0	11	1634	+25
8	8	Southeastern Pennsylvania Trans. Authority Philadelphia, PA	1501	0	50	110	7	1551	-59
9	9	Massachusetts Bay Transportation Authority Boston, MA	1311	0	0	30	7	1341	+114
10	10	Seattle Metro Seattle, WA	553	35	363	117	10	1068	-28
11	11	Metropolitan Transit Authority Houston, TX	824	21	50	0	5	895	-77
12	13	Metropolitan Transit Commission Minneapolis, MN	898	0	86	0	6	984	+32
13	15	Port Authority of Allegheny County Pittsburgh, PA	903	2	80	0	8	985	-2
14	12	British Columbia Transit Vancouver, BC	600	49	0	244	14	893	-93
15	17	Mass Transit Administration Baltimore, MD	0	0	0	0	8	862	-4
16	21	Greater Cleveland Regional Transit Authority Cleveland, OH	763	75	0	0	7	838	+100
17	18	Ottawa-Carleton Regional Transit Commission Ottawa, ON	805	50	164	0	8	825	-28
18	19	Alameda-Contra Costa Transit District Oakland, CA	621	114	90	0	9	825	0
19	28	Pace Suburban Bus Division of RTA Arlington Heights, IL	504	225	0	0	5	729	+116
20	23	Regional Transportation District Denver, CO	649	105	89	6	7	754	+41
21	20	Edmonton Transit Edmonton, AB	572	50	0	100	12	741	0
22	14	Dallas Area Rapid Transit Dallas, TX	623	85	30	0	7	738	-198
23	24	Bi-State Development Agency St. Louis, MO	387	57	57	0	8	501	-30
24	25	Metropolitan Atlanta Rapid Transit Authority Atlanta, GA	629	0	46	8	9	675	-24
25	26	Detroit Department of Transportation Detroit, MI	570	0	0	0	10	570	-12

Largest 100 Transit Bus Fleets

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'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age	1990 Total	± Over 1989
26	18	San Francisco Muni San Francisco, CA	77	40	40	290	9	447	-53
27	31	Metro-Dade Transit Agency Miami, FL	517	8	0	0	8	565	+2
28	22	Tri-County Metropolitan Transportation Portland, OR	258	0	84	0	9	342	-114
29	27	VIA Metropolitan Transit San Antonio, TX	123	418	0	0	8	541	-43
30	32	Milwaukee County Transit System Milwaukee, WI	402	0	46	0	7	448	-52
31	33	Santa Clara County Transit Authority San Jose, CA	468	40	0	0	7	508	0
32	30	Calgary Transit Calgary, AB	336	0	0	0	6	336	-14
33	34	Connecticut Transit Hartford, CT	491	0	0	0	14	491	0
34	37	Regional Transit Authority New Orleans, LA	0	0	0	0	0	0	-150
35	35	Honolulu Transportation Services Honolulu, HI	439	25	8	0	9	472	-3
36	36	Suburban Mobility Authority Regional Transit Detroit, MI	241	0	0	0	7	241	-59
37	29	Orange County Transit District Garden Grove, CA	398	41	2	0	7	441	-136
38	38	Utah Transit Authority Salt Lake City, UT	400	0	0	0	7	400	-20
39	39	Niagara Frontier Transit Authority Buffalo, NY	376	2	0	27	0	395	-32
40	42	Southwest Ohio Regional Transit Authority Cincinnati, OH	348	0	0	0	9	348	-12
41	44	Westchester County Bee-Line System White Plains, NY	322	31	61	0	0	353	+17
42	48	Central Ohio Transit Authority Columbus, OH	340	0	0	0	8	340	+2
43	43	City of Pheonix Transit System Phoenix, AZ	257	15	56	0	8	328	+2
44	47	Transit Authority of River City Louisville, KY	311	0	0	0	9	311	-9
45	49	Metropolitan Suburban Bus Authority East Meadow, NY	285	20	0	0	8	305	0
46	41	San Diego Transit San Diego, CA	304	0	0	0	9	304	-16
47	46	San Mateo County Transit Burlingame, CA	178	60	65	0	5	303	-15
48	40	Liberty Lines Yonkers, NY	300	0	0	0	9	300	-16
49	62	Rochester-Genessee Regional Transportation Rochester, NY	210	67	17	0	8	294	+64
50	52	Kansas City Area Transportation Authority Kansas City, MO	288	0	0	0	8	288	-12

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'90	'89	Agency Listing	35 Ft. & Over	Under 35 Ft.	Artic-ulated	Electric Trolley	Avg. Age.	1990 Total	± Over 1989
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52	56	Queens Surface Corporation Flushing, NY	245	18	0	0	8	263	+13
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54	57	Capital District Transportation Authority Albany, NY	214	29	8	0	6	251	+2
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56	58	Rhode Island Public Transit Authority Providence, RI	232	3	5	2	7	242	-7
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58	65	Triboro Coach Corporation Jackson Heights, NY	237	0	0	0	9	237	+15
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60	60	Toledo Area Regional Transit Authority Toledo, OH	197	25	0	0	12	222	-15
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62	66	Montgomery County Ride-On Rockville, MD	0	216	0	0	7	216	0
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64	64	Capital Metropolitan Transit Authority Austin, TX	129	85	0	0	0	214	-9
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66	50	Pioneer Valley Transit Authority Springfield, MA	58	17	0	0	12	202	-83
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68	70	Broward County Mass Transit Pompano Beach, FL	197	0	0	0	8	197	0
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70	73	Hillsborough Area Regional Transit Authority Tampa, FL	146	48	0	0	6	194	0
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72	76	Madison Metro Transit System Madison, WI	175	0	0	0	10	175	-3
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74	53	Tidewater Regional Transit Norfolk, VA	154	19	0	0	8	173	-95
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77	77	Charlotte Transit System Charlotte, NC	134	23	10	0	13	167	-5
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79	78	Pierce Transit Tacoma, WA	150	0	0	0	0	150	-21
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81	85	Fort Worth Transportation Authority Fort Worth, TX	112	32	0	0	5	144	+2
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83	94	Birmingham-Jefferson County Transit Authority Birmingham, AL	106	18	0	8	7	132	+12
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85	92	North San Diego Transit District Oceanside, CA	129	0	0	0	6	129	+5
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87	0	Kitsap Transit Bremerton, WA	0	0	0	0	14	128	+128
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89	93	North Suburban Mass Transit District Des Plaines, IL	122	4	0	0	8	126	+3
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91	82	Pinellas Suncoast Transit Authority Clearwater, FL	124	0	0	1	0	124	29
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93	88	Sun Metro El Paso, TX	84	30	0	4	12	118	-14
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95	75	Metropolitan Transit Authority Nashville, TN	101	0	15	0	0	116	-64
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97	97	Jamaica Buses Inc. Jamaica, NY	110	0	0	0	8	110	-4
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99	87	Peninsula Transportation District Commission Hampton, VA	104	0	0	0	9	104	-28
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